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INFORMATION FROM  
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

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CD NO.

COUNTRY Yugoslavia  
SUBJECT Transportation  
HOW PUBLISHED Daily newspapers  
WHERE PUBLISHED Belgrade  
DATE PUBLISHED 4 - 10 Jun 1949  
LANGUAGE Serbo-Croatian

DATE OF INFORMATION 1949

DATE DIST. 17 Jul 1949

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

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SOURCE Newspapers as indicated.

ISTRIAN LINE PROGRESS;  
OTHER RAILROADS CONSTRUCTED

TO JOIN COAL FIELDS AND MAIN LINE -- Politika, No 13255, 4 Jun 49

The 45-kilometer Lupoglav-Stalije railroad line, when completed, will connect the Istrian coal fields (Rasa-Podlabin-Pican) with Lupoglav and the main railroad. The line is difficult to build, as over 90 percent of the work involves tunnels.

Preliminary work on the line began last year. This year the route will be laid out and almost four fifths of the construction completed. Industrial tracks in various parts of Istria, a separator at Rasa, a large adapter at Pula, and other secondary projects are under construction.

Four tunnels are to be built on the line. The tunnel at Mandrija should be finished soon. Work will be difficult in the swampy land along the Rasa River, over which many bridges will have to be built. Regulation of the river also will have to be carried out. Two viaducts were to have been built, at Vranja and at Kozjak, but investigation on the spot has shown that a dam at Vranja would be much better, more practical, and more economical of money and manpower.

Except for a few skilled technicians, almost all the workers are volunteers from the People's Front. The manpower shortage is serious. The local Front organizations habitually fail to send the assigned number of workers to work on the project.

The shortage of machinery is particularly evident in the case of transport facilities, especially trucks. All supplies of construction materials and food come by truck. However, almost every vehicle is old and worn out, and maintenance is a huge problem.

However, about 25 percent of this year's share of the work on the line has been completed.

- 1 -

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PIONEER RAILROAD BEGUN IN SLOVENIA -- Politika, No 13260, 10 Jun 49

Work began on 9 June in Maribor on the construction of the Pioneer Railroad from the center of Maribor to the village of Bresterica, which is several kilometers from the city. The railroad will pass the baths and the "Maribor Otok" Hydroelectric Power Plant. The laying-out of the route was started on 1 June.

Railroad cars for the Pioneer train will be built by the Maribor State Railroad Workshop.

INDUSTRIAL TRACK IN BOSNIAN COAL FIELD -- Rad, No 136, 9 Jun 49

Sarajevo -- A standard-gauge industrial railroad line in the Kakanj coal field, between Podlugovi and Breza, will be completed soon. This line will make reloading at Podlugovi unnecessary, and the Ironworks at Vares will be able, after transporting its products to Breza, to load them into standard-gauge freight cars.

A standard-gauge industrial railroad to connect the Zenica Ironworks with the freight station at Zenica is now under construction.

INDUSTRIAL TRACK TO COTTON FACTORY -- Politika, No 13260, 10 Jun 49

Pancevo -- On 9 June the "Trudbenik" Cotton-Lint Factory formally opened its new 460-meter industrial railroad connecting the factory with the main railroad line in Pancevo.

The line will also facilitate shipments to the "21 Maj" and "Banadjanka" factories to the municipal gasworks and power plant.

NEW PRODUCTS FOR RAILROAD TRANSPORT -- Politika, No 13260, 10 Jun 49

Railroad switches made of Yugoslav materials are now in serial production at the Bridge Workshop in Nis, as a result of the invention of Engineer Tadija Zivkovic. In the past, railroad switches had to be imported. The new switches are cheaper than those made abroad.

A new substance called Plaskolbit, recently discovered in Yugoslav laboratories, can be applied to exposed parts of locomotives and railroad cars to protect them from rust. The application of Plaskolbit involves only one third the manpower and half the cost of the present method.

AIR SERVICE EXPANDED -- Borba, No 133, 6 Jun 49

Jugoslovenski Aerotransport, the state enterprise for air transportation, schedules air service daily except Sundays on the Belgrade-Titograd and Belgrade-Sarajevo lines, and Mondays and Thursdays on the Belgrade-Fruega line.

Since 15 June, regular service has been flown on the Belgrade-Skopje and Belgrade-Zagreb-Ljubljana lines, and the Belgrade-Sarajevo line has been extended to Dubrovnik. Service on these lines is scheduled daily except Sundays.

Freight and mail as well as passengers are carried on all these lines.

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- 2 -

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